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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Georgian SSR)

REPORT

SUBJECT

Airframe Plant No. 31 in Tbilisi; (plant facilities including aircraft security, inspection, expansion, & manpower)

DATE DISTR.

15 July 1960

NO. PAGES

1

REFERENCES

RD

DATE OF INFO.

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PLACE &amp; DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

the Airframe Plant No. 31 in Tbilisi

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SUBJECT: Airframe Plant No. 31 in Tbilisi

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1. "Dimitrov" Plant No. 31, the only aircraft factory in Tbilisi  
[N41-42, E44-45], was called ~~D~~imitrov Aircraft Plant No. 31  
(Aviatsionniy Zavod Im. ~~D~~imitrova No. 31) until 1953/1954. At  
that time the name of the plant was changed, for cover purposes,  
to ~~D~~imitrov Machine Construction Plant No. 31 (Mashinostroitelnyy Zavod  
Im. ~~D~~imitrova No. 31), although it continued to manufacture  
aircraft. The plant had P. O. Box No. 51.
2. Plant No. 31 had been transferred to Tbilisi from Taganrog  
[N47-12, E38-56] in 1942, together with all its employees. Rather  
than return to its former location after the war, the plant remained  
in Tbilisi.

50X1-HUM

**SECRET**

**SECRET**

Page 2

3. The plant occupied a large area in the vicinity of the Kura River, on ulitsa Im. 26 Komisarov at the eastern end of town. The machine tool plant at the western end of town and the aircraft factory were the largest industrial concerns in Tbilisi. Plant No. 31 could be reached by Streetcar Line No. 9 from Prospekt Rustaveli, in the center of town; it was a 30-minute trip with a number of intermediate stops. The distance from the center of town via No. 16 bus line took 20 minutes.
4. The site of the plant was surrounded by a board fence, which was well above the height of an average man. Within the board fence there was another, wire mesh, fence equally as high as the other, which surrounded the factory buildings. Between the two fences there was a large (?) gap, and at each corner of the plant there was a watchtower manned by MVD troops, armed with submachine guns and pistols.
5. The plant area was almost entirely covered with trees, but was bisected by an internal asphalt road wide enough to be used by cargo trucks. The road connected the plant's West Gate (~~Zapadniye Vorota~~) with the East Gate. (~~Vostochniye Vorota~~). Both gates were used by pedestrians and vehicles, and the distance between the two gates constituted a 20-minute walk. The employees who lived in the

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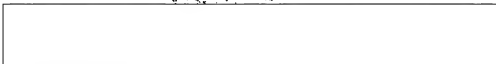
  
**SECRET**  


50X1-HUM

Page 3

center of Tbilisi entered the plant through the West Gate. Asphalt paths branched off both sides of the internal road to the main factory buildings. The majority of the plant's buildings were constructed of stone and were three stories high. All had dark gray, plastered walls and red tile roofs, covered with brown-colored tin sheets.

6. One of the asphalt roads branching off the main internal road, at a distance of about one kilometer inside the West Gate, led to a large, main building housing the machine shops <sup>[SEE SKETCH POINT 6]</sup> (mekhanicheskie tsekha), where various aircraft components were manufactured. Shops Nos. 1, 3, 7, 8, 9, 15 and 25 were located on the ground floor of this building. The planning department, various laboratories including that for the physical and chemical analysis of materials, the secret archives (sekretnyy otel), the accounts department, and the pay office were located on the second floor. On the third floor were the director general's office, the chief mechanic's offices, and various other administrative offices.
7. On the same side of the main internal road, about 700 meters from the machine shop building, there was an identical three-story building known as the assembly and inspection departments (kontrolno - <sup>[SEE SKETCH POINT 7]</sup> sberochnie tsekha) building. Actually, only the ground floor was

  
**SECRET**

50X1-HUM

  
**SECRET**  


50X1-HUM


Page 4

occupied by the aircraft assembly department (sberochnie tsekha) and the inspection department. (~~kontrolnie tsekha~~),

In the latter, ~~where~~ aircraft were inspected prior to undergoing test flights. The second floor of the building was occupied by various other departments, including the technological department, and the third floor was occupied by the plant's technical library.

8. Another three-story building, located about 700 meters beyond the assembly and inspection building, on the same side of the internal road, was occupied by production departments (~~proizvodstvennie tsekha~~), on the first floor, and by various administrative offices and laboratories (no details) on the second and third floors. A single-story mechanical workshop (purpose unknown) was situated behind this building, in the vicinity of the perimeter fence. [SEE SKETCH POINT 8].

9. A new building was under construction almost exactly opposite the machine shops building, on the left-hand side of the main internal road. This building was to serve as an extension of the designers departments. [SEE SKETCH POINT 15]. Construction work was begun in 1957 and, judging by the size of its foundation, it appeared to be smaller than the existing designers department.

  
**SECRET**

50X1-HUM

**SECRET**

50X1-HUM

Page 5

10. An employees restaurant was located just behind the new building and, just beyond the restaurant, there was a three-story building containing the aircraft component spraying department <sup>[SEE SKETCH POINT 12]</sup> (~~krasil-~~  
~~nie tsekha~~), which was located on the ground floor, and the spraying technology departments, located on the second and third floors. A small single-story building close to the spraying departments was occupied by aircraft components testing and inspection departments <sup>[SEE SKETCH POINT 13]</sup> (isplitatelny tsekh dla detaley). Also in close proximity to the spraying departments was the three-story building occupied by the designers department <sup>[SEE SKETCH POINT 11]</sup> (~~konstruktorskiy~~  
~~otdel~~). On the ground floor of this building were a technical library and a refreshment stand. Departments 3 (3-oy otel) and 6 (6-oy otel), which were designing departments for minor aircraft components, were located on the second floor, while the main components design department was located on the third floor. The third floor was also occupied by the chief constructor's and chief technologists' offices and the plant's central archives. The plant's stores, all single-story buildings, were located from north to south along the perimeter fence.
11. The plant was said to employ about 6,000 to 7,000 workers. Some 60 to 70 persons, of whom 20 were engineers, were employed in the

**SECRET**

50X1-HUM

**SECRET**

50X1-HUM

Page 6

designers department alone. The administrative offices of the plant worked in one shift, from 0930 to 1830 hours. Only the machine shops and inspection departments worked in two shifts.

12. The plant produced only transport planes, complete with engines, which were apparently used for carrying cargo and equipment. The plant did not produce one specific type of aircraft in large quantities over a long period of time. It manufactured small series of a certain type according to various designs, and then went over to the production of another type of transport aircraft, and again manufactured a number of different designs of the new type before going on to the next. The changeover to a new type of aircraft occurred more or less at regular intervals. From 1955-1959, a number of types of "IL" aircraft were produced, and when they were completed the plant went over to the production of various other types (no further details).

13. The plant's airfield, where the completed aircraft were tested, STAT was located about six kilometers east of the plant itself. From the East Gate, an asphalt road lined by orchards led directly to the airfield. The aircraft which were to be tested were towed by trucks along the connecting road (details on the airfield unknown).

**SECRET**

50X1-HUM

**SECRET**

50X1-HUM

Page 7

14. A military commission (~~veempredstvo~~) attached to the plant comprised many air force officers, who were employed either in the inspection department (~~kontrolnie tsokha~~) or as test pilots at the above airfield. The majority of the officers were young lieutenants who were under the command of either a general or a colonel. New officers were transferred to the plant every year, although the chief test pilot, Fokin (fnu), age 50-55, had been employed at the plant for about <sup>30</sup>thirty years.
15. The Tbilisi plant maintained close connections with No. 81 Aircraft Factory at Kuybyshev<sup>1</sup> and another aircraft factory at Saratov.<sup>2</sup> There was close cooperation among these three plants, and they often exchanged workers, engineers, and designers.
16. Plant No. 31 had no railroad spur. [sic]
17. The following officials at Plant No. 31 were reported:
- a. Akhvldyani (fnu), director general since 1948,

50X1-HUM

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50X1-HUM



**SECRET**

50X1-HUM

Page 8

- b. I. M. Kochlavashvili, deputy director of the  
plant for many years

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- c. Sidorenko (fnu), chief designer at the plant,

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18. Attached is a sketch, with legend, of Aircraft Factory No. 31  
in Tbilisi.

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**SECRET**

50X1-HUM

Page 9

Legend to Sketch of Plant No. 31

1. West Gate, (~~Zapadniye Vorota~~).
2. Entry permit issuing office.
3. Main internal road.
4. Watchtower.
5. Paths.
6. Machine shops, (~~mekhanicheskie tsekha~~).
7. Assembly and Inspection Departments, (~~kontroino-sborochnie tsekha~~).
8. Administration building.
9. Mechanical workshop.
10. Garage.
11. Designers Department.
12. Aircraft components spraying department.
13. Components testing and inspection department.
14. Restaurant.
15. Designers Department, under construction.
16. Stores.
17. East Gate, (~~Vostochniye Vorota~~).

50X1-HUM

**SECRET**

**SECRET**

50X1-HUM

Page 10

Comments:

50X1-HUM

1. Possibly Kuybyshev Airframe Plant No. 18.
2. Probably Saratov Airframe Plant No. 292.

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